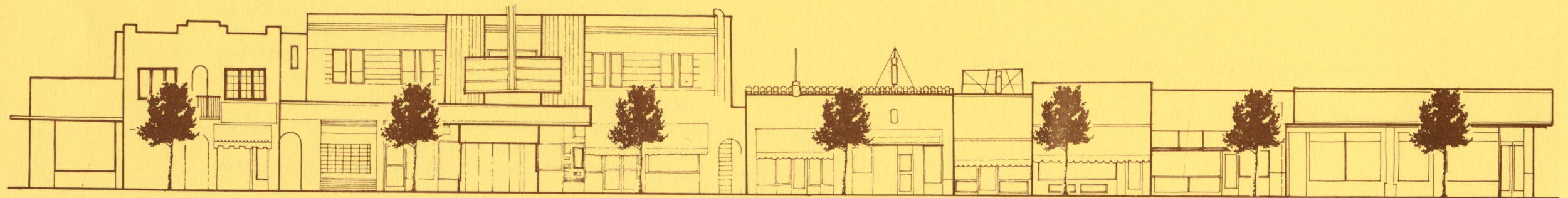


RECOMMENDATIONS



82nd Street east of northeast 82nd Street will aid to link the Little River Commercial Center with the Biscayne Shopping Center and surrounding office and retail uses.

3. R-4 (Medium Density Multiple) to C-2 (Community Commercial.)

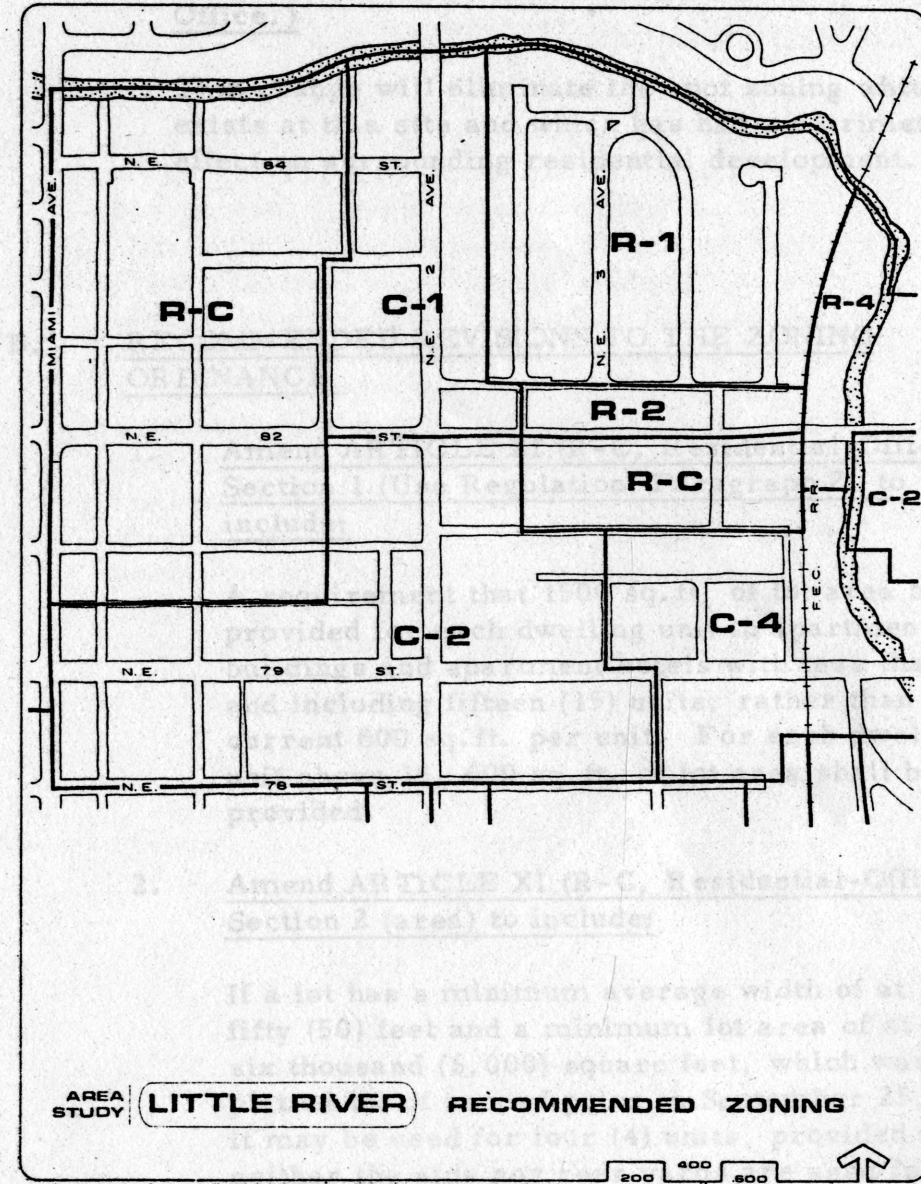
Although this small area is residentially zoned, its relationship to commercial uses and its future development potential suggests it be designated for commercial activity or the mixture of uses permitted in this zone.

4. C-1 (Local Commercial) to C-2 (Community Commercial.)

The convenience-oriented commercial uses which are allowed in C-1 have been declining within the Little River area especially south 82nd Street. The existing zoning which splits blocks between two zoning districts will only serve to encourage the continuation of the existing strip development along 79th Street. Optimum zoning south of 79th Street should include the total block as C-2.

5. C-5 (Liberal Commercial) and I-1 (Light Industrial) to C-4 (General Commercial.)

Uses as warehousing, assembly and wholesaling are suitable for this portion of the study areas. They will aid to support other inter-dependent functions.



6. C-1 (Local Commercial) to R-C (Resident-Office.)

This area is predominately residential with new development being exclusively residential. A more compatible and orderly land use relationship providing expanded amenities will be achieved with R-C zoning. This recommendation can serve to provide needed landscaping, open space and visual amenities. The additional setback to 20 feet will be a significant asset to the properties along Little River Parkway, which have minimal setbacks due to the recent widening of the street. The containment of retail activity to the 79th Street and 2nd Avenue corridors will better serve the residential and office community rather than allow for the future proliferation of retail activity on local streets which in most cases are not designed to accomodate the resulting traffic and are not located close to the existing commercial core.

7. C-1 (Local Commercial to C-2 (Community Commercial.)

This modification will create parcels of sufficient size, uniformly zoned, to allow for proper development and be consistent with the proposed overall zoning pattern.

8. C-4 (General Commercial) and C-1 (Local Commercial) to C-2 (Community Commercial.)

This recommendation will allow for the development of land uses consistent with the development of an office center, and create a distinct entryway at 79th Street and Miami Avenue to provide a visual break with the surrounding heavy commercial uses.

9. C-2 (Community Commercial) to R-C (Residential Office.)

This change will eliminate the spot zoning which exists at this site and which has had a detrimental effect on surrounding residential development.

B. RECOMMENDED REVISIONS TO THE ZONING ORDINANCE

1. Amend ARTICLE XI (R-C, Residential-Office) Section 1 (Use Regulation) Paragraph 2, to include:

A requirement that 1500 sq. ft. of lot area be provided for each dwelling unit in apartment buildings and apartment hotels with less than and including fifteen (15) units, rather than the current 600 sq. ft. per unit. For each dwelling unit above 15, 600 sq. ft. of lot area shall be provided.

2. Amend ARTICLE XI (R-C, Residential-Office) Section 2 (area) to include:

If a lot has a minimum average width of at least fifty (50) feet and a minimum lot area of at least six thousand (6,000) square feet, which was a platted lot of record prior to September 25, 1946, it may be used for four (4) units, provided that neither the side nor rear yards are used for parking surfaces or driveways. If a lot has a minimum average width of at least fifty (50) feet

and a minimum lot area of seventy-five hundred (7,500) square feet, which was a platted lot of record prior to September 25, 1946, it may be used for five (5) units, provided that neither the side nor rear yards are used for parking surfaces or driveways.

Benefits to be derived from these changes include:

- a) The prevention of the continued proliferation of small 6 and 8-unit apartment structures on minimal 50 foot wide lots and lacking amenities. These structures have been an adverse influence upon the community.
- b) Encouraging larger scale residential development.
- c) Lowering overall permissible residential densities. These boundaries will better reflect the existing physical infrastructure of the area (streets, sewers, etc.).
- d) Obtaining better quality residential development through the construction of larger units coupled with more open space.
- e) Encouraging new office development which will become more economically advantageous compared to the lower number of residential units that would otherwise be permitted. Currently, on an average 50 x 150 foot lot, a 6-unit structure can be built; proposed modifications will allow only for a 5-unit structure.

3. Amend ARTICLE XIV Community Commercial C-2 District Section 1 (Use Regulation) to exclude adult bookstores and movie theaters.

Adult-oriented movie theaters and bookstores have had a blighting influence on the surrounding office and retail establishments. Any additional concentration and expansion within the C-2 District will undermine any private and public efforts to upgrade the area. Although it is not legally feasible to force existing adult-oriented entertainment establishments to vacate their Little River locations, it is anticipated that market forces and the increasing demand for space by more prestigious tenants will encourage landlords to restrict renewal of future leases to these establishments. These uses will only be permitted in the C-4 (General Commercial) district where they will have less of a deleterious effect on surrounding commercial land uses.

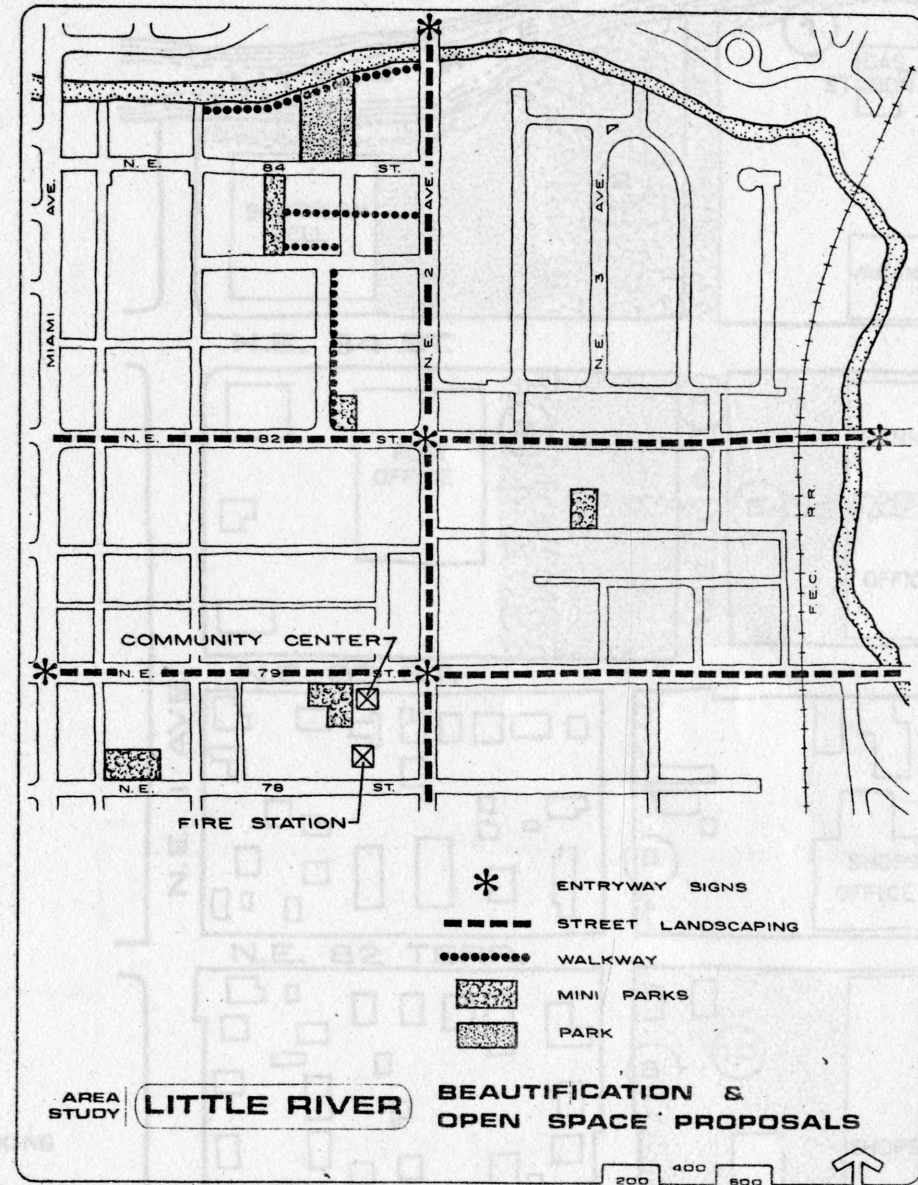
II. OPEN SPACE

Open space and pedestrian movement necessarily demand special emphasis in commercial centers as small and concentrated as Little River. In an effort to provide an environment that is conducive and congenial to balanced community development, these necessary pedestrian areas and open spaces are recommended by street closures, setbacks, landscaping and the reservation of parts of parking areas for mini-parks. The proposed open space system for Little River consists of an amenity spine of open space in the form of a promenade along N. E. 1st Place via a landscaped plaza adjoining the Post Office; linked to 2nd Avenue and extended to the Little River canal where a 1-acre park should be developed. A developed walkway along the canal further amplifies the system. The amenity spine should serve to generate redevelopment while complimenting and supplementing existing open space. Active recreational pursuits of the residents will continue to be satisfied by nearby community parks - Soar, Legion, Edison and Morningside. The inclusion of well but simply designed street and park furniture within mini-parks or plazas contemplated for new private buildings will aid to effectively upgrade the streetscape.

The specific recommendations are as follows:

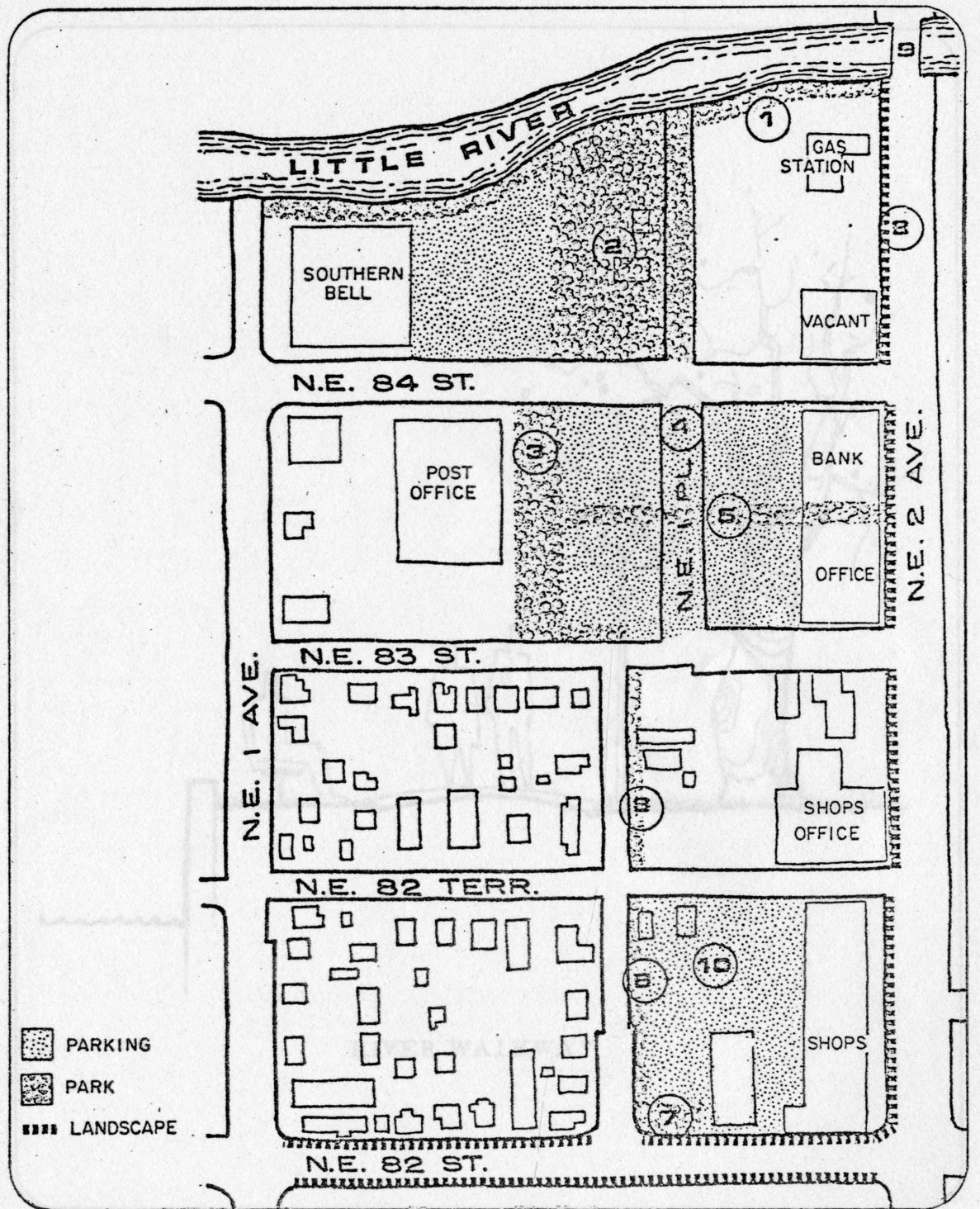
- A. Development of a system of landscaped walkways and parks between N. E. 82nd Street and the Little River Canal.
1. Development of a 10-15 foot walkway along Little River Canal between N. E. First Avenue and N. E. 2nd Avenue.

The Riverfront is not now a "gateway" to the business district but rather a "back door." Existing parking lots and scattered residences effectively block any functional or visual link



OPEN SPACE CONCEPT NORTHWEST QUADRANT

1. Riverwalk
2. Neighborhood Park
3. Linear Park
4. Close N. E. 1st Place
5. Private Walkway
6. Landscaped Walkway
7. Mini-Park
8. Landscape N. E. 2nd Avenue and N. E. 82nd Street
9. Entry Monument
10. Expanded Municipal Parking



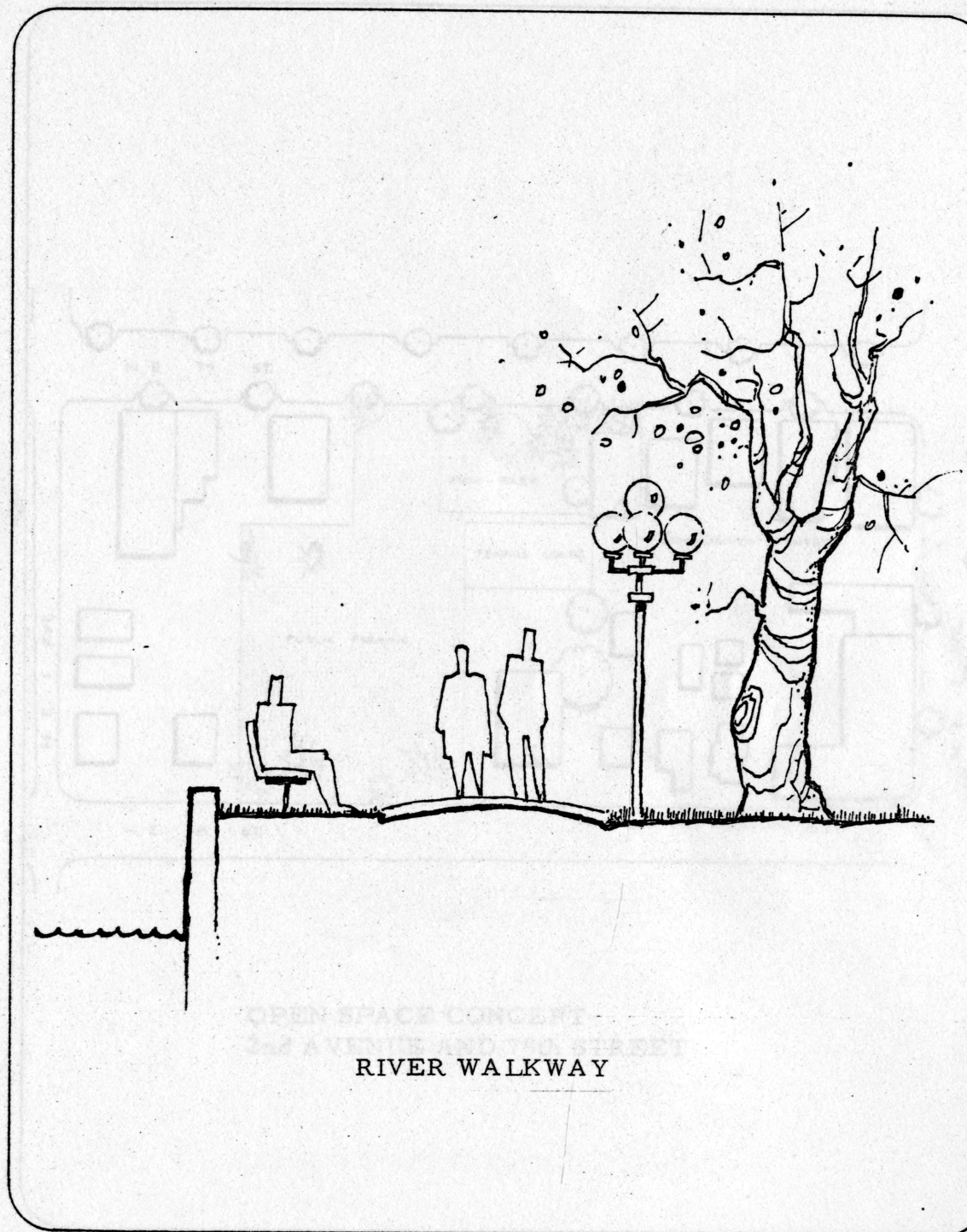
between the canal and the commercial center. A landscaped walkway providing public access to the canal should be developed along the existing maintenance right-of-way. Walkway development should occur concurrently with the redevelopment of properties fronting on the canal. This area should be well-illuminated for nighttime use.

2. Development of a linear park adjacent to the Little River Post Office extending between N. E. 83rd Street and N. E. 84th Street.

A fifty foot linear park between 83rd and 84th Streets should be developed. Land for this linear park could conceivably be obtained by the abandonment of N. E. First Place between N. E. 83rd Street and N. E. 84th Street and trading this fifty foot right-of-way for bank-owned property located adjacent to the Post Office. The City would retain a utility easement, while portions of the closed street could be developed by the bank for parking. The proposal includes a landscaped walkway through First Federal Savings and Loan Association's parking lot connecting to the existing arcade and N. E. Avenue.

3. Development of a neighborhood park at N. E. 1st Place between the Little River Canal and N. E. 84th Street.

A 1-acre neighborhood park providing recreational facilities to both the residential and employee population is needed within the north-west quadrant. The acquisition of the four private parcels at this location will link the pro-



posed amenity spine to the river walkway. Future development of this site could include: a picnic area, rest rooms, and a tot lot.

4. Development of a landscaped walkway along N. E. 1st Place from N. E. 82nd Street to N. E. 83rd Street.

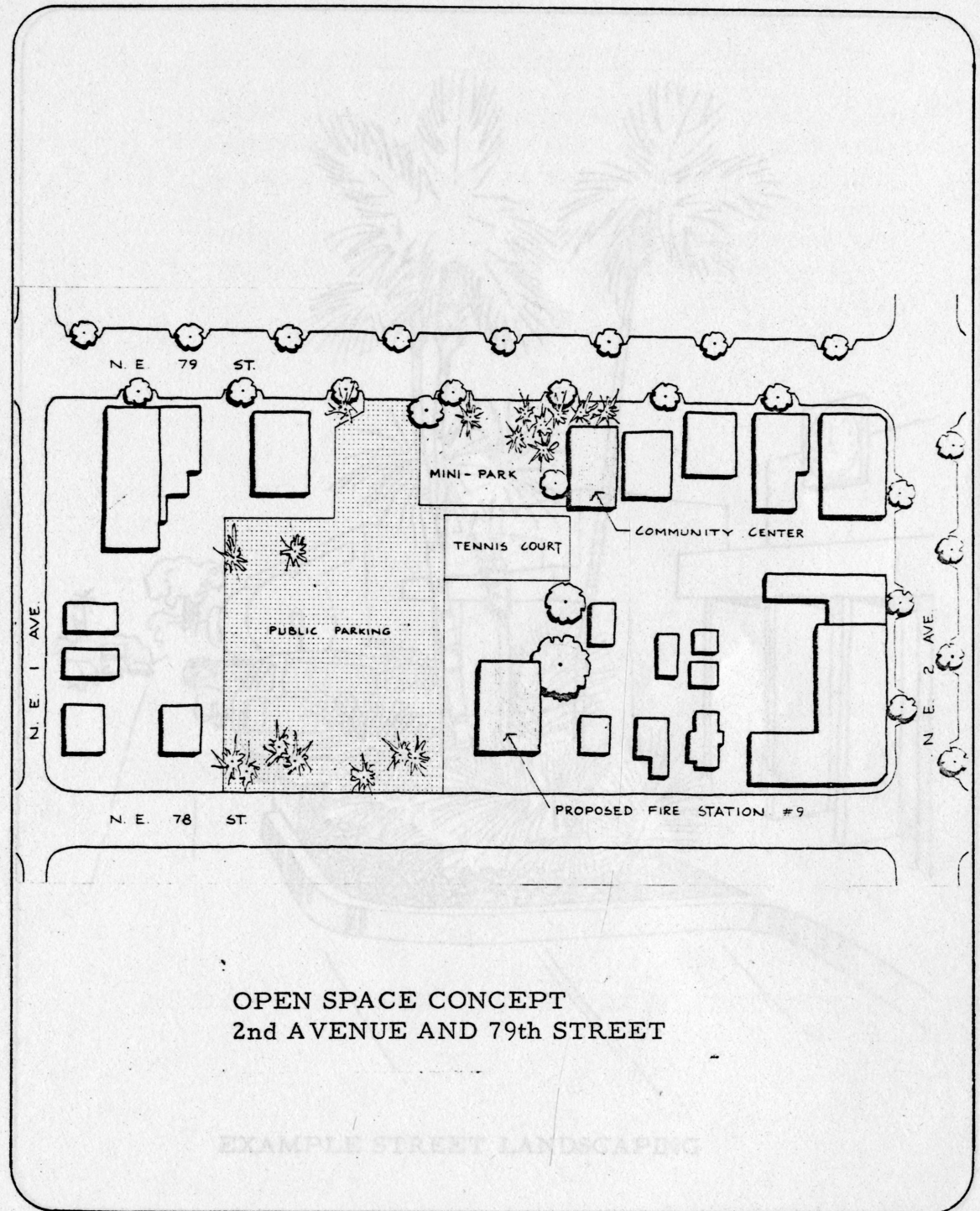
The existing street right-of-way along N. E. 1st Place is currently 30 feet although the zoned right-of-way is 50 feet. The acquisition of an additional 10 feet right-of-way along the east side of the street will allow for the construction of landscaped walkway - an integral part of the amenity spine.

5. The development of vest pocket parks at 82nd Street and N. E. First Place and N. E. 80th Terrace between N. E. Second Avenue and N. E. Third Place.

A small portion of these two off-street parking facilities will provide an opportunity to develop small passive plazas containing benches and landscaping. In addition the site on 82nd Street should be developed as a bus stop.

- B. The redevelopment and expansion of the existing vest pocket park located adjacent to the Little River branch of the Metropolitan Dade County Public Library.

As part of the renewal of the $2\frac{1}{2}$ acre municipally owned tract located between 78th and 79th Streets an expanded passive recreation area should be included. Elements of the redevelopment of this area include the conversion of the Library into a community and civic center when the existing lease expires, replacement of the auto test station by a new fire station for Engine



Company #9, an off-street parking facility and an expanded park area.

- C. The retention of the small park located at N. Miami Court and N. E. 78th Street (Reed Hospital).

This property was recently purchased by Dade County and is part of the proposed alcoholic rehabilitation center. This park site should continue to be made available to the residents of the immediate area.

- D. The development of a small park on N. E. 80th Terrace.

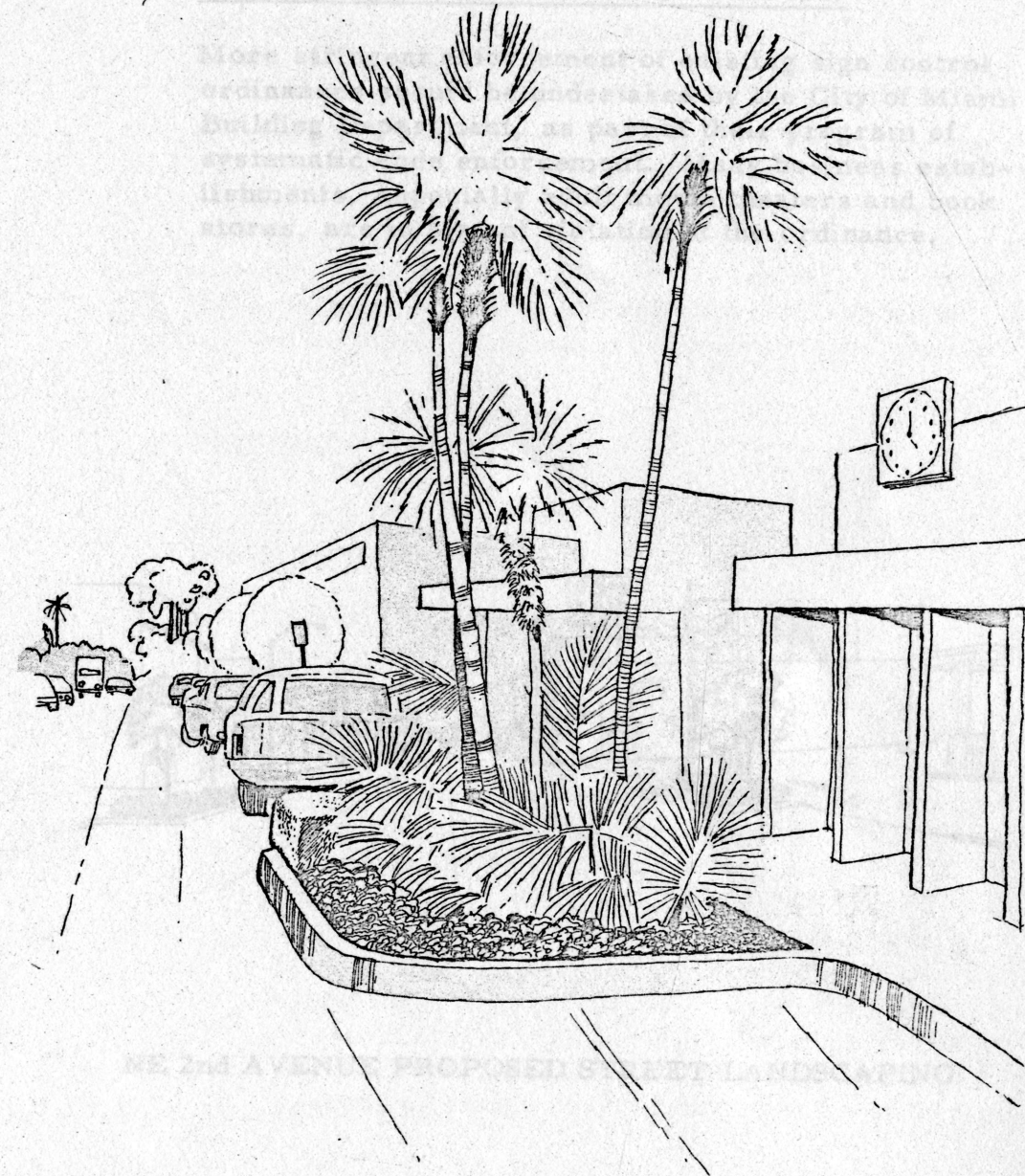
A small passive sitting area should be developed as part of the new municipal parking facility that will be located at this site.

III. **BEAUTIFICATION**

The introduction of street trees, the development of distinctive entry ways and general upgrading of facilities will assist to alleviate the overall poor visual appearance of the commercial center, as follows:

- A. Street trees should be planted along N. E. 2nd Avenue, N. E. 79th Street and N. E. 82nd Street.

Due to the existing narrow sidewalks it would be more feasible to locate new street trees in the swale area, where possible, by eliminating some of the existing street parking. These major arterials are maintained by the County and all improvements would have to be funded through Dade County. Sources of County funding include the Decade of Progress Bond Program which has allocated \$3.5 million for beautification of



EXAMPLE STREET LANDSCAPING

arterials County-wide and the County Capital Outlay Reserve Funds. Alternate means of funding include the formation of a private development corporation to be funded by local businessmen.

B. Street trees should be planted along local streets.

Street trees will be planted concurrently with the reconstruction of local streets. Abutting property owners will be assessed for 25% of the total cost of this improvement.

C. Distinctive markers should be placed at strategic entry points to identify the location of the Center.

D. A central directory should be constructed depicting the location of businesses within the district.

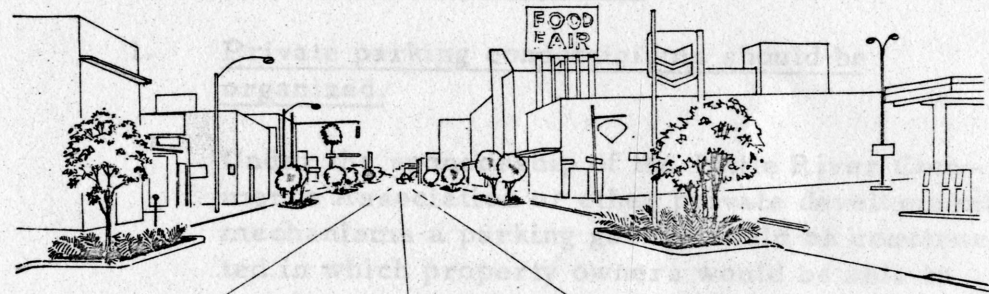
A small plaza should be constructed at 2nd Avenue and either 82nd Street or 79th Street containing a directory of local businesses. This construction could be sponsored by the Commerce Association.

E. Local merchants and property owners should be encouraged to upgrade their property.

The Little River Commerce Association should sponsor a program to encourage the facelifting of existing structures to better harmonize with the surrounding uses. The continuing demand for retail and office space and the proposed public capital improvements should provide support to these privately funded efforts.

F. Existing sign controls should be enforced.

More stringent enforcement of existing sign control ordinances should be undertaken by the City of Miami Building Department, as part of their program of systematic code enforcement. Many business establishments, especially adult movie theaters and book stores, are in blatant violation of the ordinance.



NE 2nd AVENUE PROPOSED STREET LANDSCAPING

IV. **COMMUNITY FACILITIES AND SERVICES**

Public facilities and services -- the provision of adequate sewer, street, fire and police protection -- are crucial components in the ability of a community to sustain itself and attract new growth. Key recommendations are as follows:

- A. Little River Library should be converted into a community-civic center.

Upon the relocation of the library facilities to a new regional center west of N. W. 7th Avenue, the existing structure should be converted to a community-civic center providing activities for all segments of the population including day care programs for both children and senior citizens. In addition a "Local City Hall Program" could be instituted with representatives of various municipal departments working out of this site periodically in order to assist residents of the northeast area with problems they may incur concerning public services and facilities. The use of a portion of the structure as a police satellite office for officers working in the northeast area would also be advantageous to the community.

- B. A new Fire Station should be constructed for Engine Company #9.

Upon the expiration of Dade County's current lease of the auto test station site in September 1976, a new fire station should be constructed on this site to replace the obsolete structure housing Fire Company #9. Funds are available through the 1972 Bond Issue for the construction of a new fire station. This site would provide direct access to 79th Street and the major portions of the station's service area which lies east of the FEC right-of-way.

- C. The sanitary sewer systems should be rebuilt to handle proposed residential and commercial densities.

As redevelopment occurs the sanitary sewer system will have to be modified to meet increased demand. Although constructed only 16 years ago the system was designed for currently outdated standards and for a lower zoned density that then prevailed. The existing system is operating at near capacity levels and will be insufficient to support any significant growth.

V. **PARKING**

- A. On-site parking should be consolidated into centralized locations throughout the district.

1. Private parking condominiums should be organized.

Under the sponsorship of the Little River Commerce Association or other private development mechanisms a parking garage could be constructed in which property owners would be able to purchase parking spaces commensurate with their anticipated future needs. The ability of businesses to transfer their current on-site parking to a centralized location off-site will allow for additional expansion space at their present location and provide space for businesses which do not have any on-site parking and are presently leasing space throughout Little River.

2. Municipally owned parking facilities should be consolidated at one location and a parking garage should be constructed.

Through the sale or trade of property presently owned by the Off-Street Parking Authority, a site should be purchased for the construction of one centralized parking structure providing space for 300-500 vehicles. An optimum location would be between N. E. 82nd Street and N. E. 80th Terrace, and N. E. 1st and N. E. 2nd Avenue. Consideration should also be given to the development of a joint public-private parking structure that could also be developed on a condominium basis, and would provide remote-site parking for businesses. This type of development should only be considered if a strong economic backing is available from the business community and further business expansion does occur.

3. A Special Assessment Parking District should be established to raise funds for the construction of an off-street parking garage in the Little River commercial center by taxing existing commercial properties (residential and business) failing to provide at least 75 percent of the parking spaces required under current off-street parking standards. Such an action would require a change in Section 56 of the Charter of the City of Miami.

An assessment could be placed on all properties presently not providing at least 75 percent of the required parking spaces within the proposed district. Funds derived from this assessment would be used for the development of a public off-street parking garage within the district.

Real property could be assessed on a percentage of parking spaces that are not being provided, based on current ordinance requirements. In order to lessen the potential hardship to small property owners, the assessment could be applied to commercial structures and to structures containing four or more units, which are generally classified as income-producing. This may prove a useful device in encouraging the private sector to take action to increase the number of off-street parking spaces within the special benefit district. Such a program has been utilized in Baltimore County, Maryland, to provide low-cost shopper parking.

Benefits derived include:

- the excessive area currently devoted to on-site parking, creating visual and functional barriers within the community, could be reduced.
- the difficulty private developers have in obtaining parcels of sufficient size for redevelopment due to the excessively fragmented ownership pattern would be alleviated.
- new opportunities for expansion and consolidation of business along existing commercial corridors would be provided.

B. Restrict the amount of surface parking.

1. Amend the zoning ordinance ARTICLE XXIII, Off-Street Parking and Loading, Section 2, (Location, Character and Size) to include:

(7) All commercial structures over 100,000 square feet located within the R-C, C-1 and C-2 zoning districts shall provide at least 50 percent of their required parking within an enclosed structure.

This measure will prevent the further expansion of the excessive amount of surface parking that fragments the community.

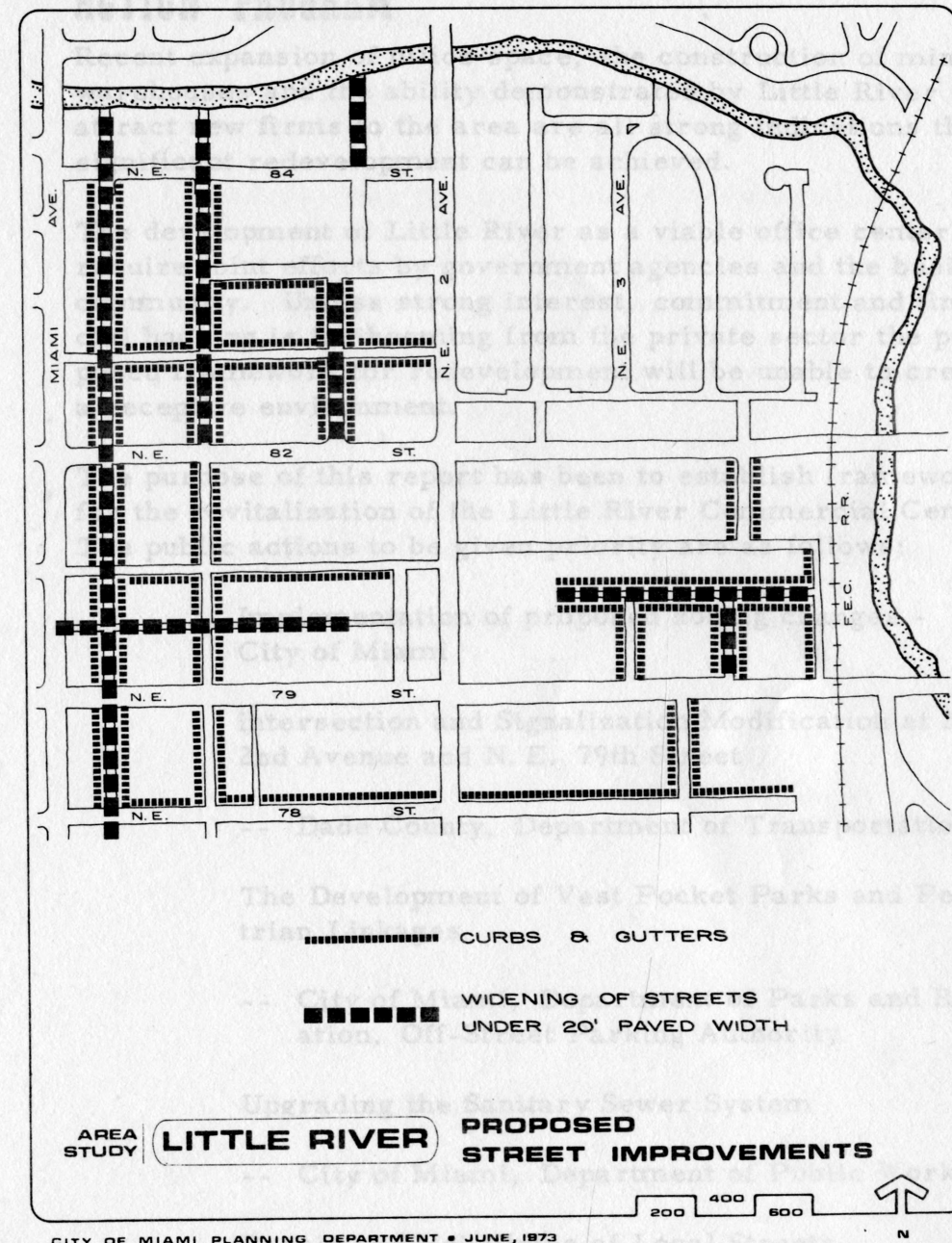
2. Acquire additional public off-street parking lots if the construction of a parking garage is unfeasible.

- a. Acquire two corner parcels at N. E. 1st Place and N. E. 82nd Terrace.
- b. Acquire a site west of the Post Office along N. E. 1st Avenue.

VI. TRAFFIC AND TRANSPORTATION

- A. The Intersection of N. E. 79th Street and N. E. 2nd Avenue should be improved.

Traffic studies conducted at this intersection by Dade County Department of Traffic and Transportation resulted in inclusion of a left-turn lead for the eastbound traffic on 79th Street which will sub-



CITY OF MIAMI PLANNING DEPARTMENT • JUNE, 1973

stantially improve the operation of the intersection and reduce accidents related to left-turn movements. This modification will require changes in the signal phasing coordination of this progression with the traffic signals at 80th Terrace and 82nd Street on N. E. 2nd Avenue.

B. N. E. 4th Court should be extended and widened.

The proposed extension and widening of N. E. 4th Court to Biscayne Boulevard should be examined for its residential impact by Florida Department of Transportation and the City of Miami.

C. Local streets that are presently lacking curbs, gutters and require resurfacing should be upgraded and rebuilt.

To accommodate the proposed increase in commercial and residential densities, the local street system must be improved. A portion of the study area west of N. E. 2nd Avenue has tentatively been included within the proposed Phoenix Park Street improvement district. Recommended improvements include widening, resurfacing, curbing, guttering and landscaping.

VII. PUBLIC/PRIVATE COORDINATION

A Public/Private Task Force should be formed. The aim of this task force would be to work for the implementation of the proposals set forth in the plan and for the continued redevelopment of the area. Periodic meetings should be scheduled to review current problems. This Task Force would be jointly sponsored by the City of Miami Planning Department and the Little River Commerce Association and should include residents of the area.

ACTION PROGRAM

Recent expansion of office space, the construction of mini warehouses and the ability demonstrated by Little River to attract new firms to the area are all strong indications that significant redevelopment can be achieved.

The development of Little River as a viable office center will require joint efforts by government agencies and the business community. Unless strong interest, commitment and financial backing is forthcoming from the private sector the proposed framework for redevelopment will be unable to create a receptive environment.

The purpose of this report has been to establish framework for the revitalization of the Little River Commercial Center. The public actions to be given priority are as follows:

Implementation of proposed zoning changes -
City of Miami

Intersection and Signalization Modification at N. E.
2nd Avenue and N. E. 79th Street

-- Dade County, Department of Transportation

The Development of Vest Pocket Parks and Pedestrian Linkages

-- City of Miami, Department of Parks and Recreation, Off-Street Parking Authority

Upgrading the Sanitary Sewer System

-- City of Miami, Department of Public Works

Repair and Rebuilding of Local Streets

-- City of Miami, Department of Public Works

Beautification of N. E. 2nd Avenue, N. E. 79th Street and Little River Parkway (N. E. 82nd Street)

-- Dade County, Department of Public Works
Department of Public Works, Department of Parks and Recreation

Consolidation of Municipal Parking Facilities into Centralized Garages

-- City of Miami, Off-Street Parking Authority

The construction of a new Fire Station #9 at the Auto Test Station Site

-- City of Miami, Fire Department

The conversion of the Little River Library into a Community-Civic Center

-- City of Miami, Department of Parks and Recreation

The creation of a Public/Private Task Force to assist in Planning and Implementation

-- City of Miami, Planning Department

Private actions to be given priority are, as follows:

The creation of a Private Development Corporation under the sponsorship of the Little River Commerce Association to consider:

- sponsoring the construction of private parking condominiums
- sponsoring a program to refurbish commercial properties
- coordinating privately funded landscaping along commercial streets
- funding the construction of entryway signs
- publicizing Little River in order to help create a more positive image
- soliciting new businesses for the area
- coordinating cooperative advertising programs
- City of Miami, Department of Public Works